

APR 25 1921

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THE CANADIAN RAILROADER

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Vol. 3, No. 17

MONTREAL, SATURDAY, APRIL 23, 1921

10 cents a copy, \$3.00 a year


Railroad Work and Wages

THE Minister of Labor, Hon. G. D. Robertson, says that the scale of wages received by railroad employees is not too high, having regard to the cost of living and the wages received by others in different walks of life.

Thirty thousand trackmen receive 48 cents an hour. In the city of Ottawa civic laborers receive 50 cents an hour, and laborers on construction work 60 cents an hour. Surely the man who works on a railroad section is entitled to at least as much as laborers engaged in work demanding no more skill, says the Minister.

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Let's Have a Look at the "Public" and "Public Opinion."

(By Kennedy Crone).

IN connection with the Labor troubles in Great Britain there has been the usual flood of talk about the "Labor minority" dictating to the "non-Labor majority," about "Labor's" flouting of the rights of the "Public," about "Labor's" persecution of the "Community," about "Labor's" efforts at class cleavage or domination, about "Labor's" flying in the face of "Public opinion."

Practically all the newspaper arguments and news viewpoints have been based on an assumption, implied if not declared, sometimes genuine and sometimes knavish, that "Labor" is a sort of wild animal with little relation, except that of preying, to the "People," the "Public," the "Community," the "Citizens," the "Masses," the "Consumers." This animal breaks loose occasionally, to the peril of the "Public," the "Community," etc. Before anything serious happens, however, the animal is mollified with something or another, and "listens to reason." It retires to its lair and has a little nap.

Let us take some of the impressive vagueness out of "Labor" and the "Public," and try to find what the terms really mean.

There were 45,000,000 persons in Great Britain and Ireland when the last census was taken in 1911. The average increase in ten-year periods prior to 1911 was, roughly, ten per cent. If the average increase has been maintained during the last ten years, the population is now about 50,000,000.

In the absence of precise figures at the moment, perhaps it is a fair guess that three-fifths of these, or 30,000,000, are under 16 years of age, and not to be reckoned as part of "Public opinion" or the "Public" in the reasoning, active sense or in the governing and political sense. Of the 20,000,000 over 16 years of age, probably a million at least are paupers, lunatics or convicts, also ruled out to a large extent (one does not speak unkindly) as "Public opinion" or the "Public."

Now, practically all trade unionists are over 16 years of age. Only a negligible number of them are paupers, lunatics or convicts. Trade unionists are part of "Public opinion," the "Public," the "Community," just as much as any other section of the population. They are "Citizens" in a very real, substantial sense. It is misleading to speak of "Labor and the Public," "Labor and the Community," and so on; as well to say, the "Churchgoers and the Congregation," the "Infants and the Babies." "Labor" cannot be separated or differentiated from the "Public," the "Community," the "Citizens." It is part and parcel of them.

It is fair to claim that for every trade unionist there is another person over 16—wife, brother, sister, mother,

maybe—who has to be considered as a close associate of the trade unionist, thinking as he or she does in economic and political matters, and in many other matters. That is to say, if there are a million trade unionists in the United Kingdom, there are two million citizens, quite a part of the "Public," represented by "Labor." Of the 19,000,000 citizens, 2,000,000 would be "Labor" citizens, a minority which should not be ignored or derided.

But suppose that there were 8,000,000 trade unionists in the Kingdom; that would mean 16,000,000 "Labor" citizens, wouldn't it, and leave a minority of 3,000,000 "non-Labor" citizens, a minority which should not be ignored or derided?

Well, there are eight million trade unionists in the United Kingdom.

It would be correct to say that there are 8,350,000, but in case someone drops a jibe about "Labor's" artful exaggeration, let's stick to the 8,000,000 figure, which is the official statement of the British Department of Labor with reference to the standing of trade unionists at the end of 1919 (Official Labor Gazette, London, December, 1920, page 66). The figure is accepted by the United States Department of Labor (Monthly Labor Review, Washington, March, 1921, page 196).

Who, then, are "Labor"? Who are the "Public," the "Community," the "People," the "Consumers," the "Citizens?" Who represents "Public opinion?" Answering these things, as any intelligent person with the figures can answer them, what becomes of the flood of talk about the "Labor minority" dictating to the "non-Labor majority," about "Labor's" flouting of the rights of the "Public," about "Labor's" persecution of the "Community," about "Labor's" efforts at "class cleavage" or "domination," about "Labor's" flying in the face of "Public opinion"?

But surely politicians and newspaper publishers and editorial writers are not all ignorant of these figures! A great many are ignorant of them. When they talk learnedly of "Labor" they are, in common parlance, talking through their hats. A \$30-a-week editorial writer cannot be blamed for talking through his hat. But politicians and publishers have no excuse for their remarkable ignorance in relation to the most important questions of the time.

On the other hand, there are politicians, publishers and editorial writers who do know the facts and make capital out of the fact that other persons do not know the facts. And there is where most of the trouble can be found.

The Noofunlan Furnaceman Who Wuz a Sailor Wunst

(By Kennedy Crone).

THE other night I chummed with a deep-sea sailor tending a big furnace in a city basement. I did not know at first that he was a sailor, but I noticed a way he had of standing when he was under-raking the fire; just as if he expected the concrete floor to lurch.

"Did you ever ship out to Liverpool?" said I, at a chance.

"That an' I did," said he, with a brogue.

"You're a North of Ireland man, aren't you?" said I.

"I'm not," said he; "never saw Irelan', no connections with Ireland, don't know nothin' about it except what I read in the papers. I'm a Noofunlander. Me people's people were from the east coast of England—Essex or Norfolk, I think. Somewheres around there. I've been to London. Some city! Say, the Yanks think Noo York is the biggest thing ever God made. Them that's seen London is not so uppish. I shipped from London to Cadiz, Barcelona an' Malta. Shipped from London, too, for the Plate. Tuk out a lot of fancy stuff fur Rio de Janeiro an' brought back hides an' dried beef from away up the Plate."

"How did you come to be on the sea?" I asked. Is it long ago?"

"Thirty year, anyway," he answered. "I used to go out with the fishers aff the Labrador when I wuz a kid. Knew all about the boats. Man, I cud take the wheel an' rig the tap-gallants when I wuz eighteen."

We seated ourselves on boxes facing the furnace and started meditatively at the glow beneath the fire-box.

"Then that goes on the sea in sail boats, fur a livin', is sailors, believe me," said he. "There's nothin' in God's world can touch a sailor from Noofunlan. Hear me? Nuthin'! I'm not sayin' it because I'm a Noofunlander. They know the game. The Scotch are pretty fair. I guess there's not much fit to lick a Scotch captain or a Scotch mate. Goddelp ye if ye don't play the game under a Scotch captain! I used to think Scotch sailors wuz turned out in a factory, they wuz so damned thorough and standardized-like, cut to a pattern. I've been with Bluenose captains, too. They've got almost as great a flow of language as the boss of a Yankee clipper. But they're sailors all right, all right. English captains is a little more human, mebbe, very dignified an' stickers fur honor an' dooty stuff. Very calm an English captain is in bad weather, an' makes a cold joke, or sings tra la la. The Scotch captain in trouble is the devil-come-on, hold-tight grim sort of feller, spittin' orders like the big cheese on a battleship an' suddenly rememberin' it is the Sabbath Day an' callin' the crew to prayers."

"Reminds me. I remember a Malay we picked up as a deck swab somewheres in the China Seas, an' we ran into a whale of a gale. The Malay kept his nerve fur two days an' two nights because he had faith in the guts of the Old Man, a leathery son of a gun from Dundee who used to say that 'there wuz nae real wind or watter ootside the Pentlan' Firth.' Come Sunday mornin', an' more deck gear ripped aff by the seas, the Old Man from the bridge said his prayers fur the ship. There wuz no funk about him; no, sirree; but the Malay thought the Old Man's nerve had busted an' his own nerve went clean to rags. We had to put the Malay in irons."

"But, say; line up me afore the mast with a skipper from Harbor Grace! I reckon if ye get kilt or drowned under a Noofunlan skipper, your number wuz up, anyway, an' ye'd keel over in your feather bed. I'm not sayin' it because I'm a Noofunlander. Many's the time I've knowed strangers of all sorts to say it. They still use wudden cradles fur the babbies in Noofunlan, an' old wives says it's in the babby's blood to be heaved in a wudden house."

"Have you been on steam?" I asked, with an expectation of "starting something," having met the old-type sailor before.

"Ay," he replied, "I've been on steam. Between real ships a man must live! Steam! Spit an' polish, spit an' polish! I wonder what them imitation sailors would do on a schooner of ninety ton goin' round the Horn on her sheets an' her rudder! I wuz a hunderd an' sixty days out from Halifax on one of them things. That's sailarin'!"

"Tell me more about it," said I.

"Well," said he, 'just a coupla shakes till I put a cover o' coal on the fire.' He laid on the coal and resumed his seat and the story:

In them days they used to build wudden sealers in Nova Scotia, to be delivered at Vancouver for the Behring Sea trade. They wuz two-masters an' ninety to a hunderd ton, mebbe seventy-five or eighty feet long, with a deck rail no higher'n your knee an' a broad beam like a flounder. If they hadn't been broad in the beam they'd never have got round the Horn.

If my memory's right, the trip from Halifax to Vancouver wuz generally figured at ninety to a hunderd days. Over a hunderd an' ten the wimmen at home put on their blacks an' looked aroun' fur new husbands. It wuz a kind of a raw deal fur sailors anny time, fur they signed only fur the one-way trip and wuz paid aff at Vancouver. If ye came back acrost Canada hardly none of your trip pay wuz left when ye got home. Often the men signed on at Vancouver fur the sealin', or worked back on merchants by the South Seas, Adelaide, up to London through the Suez, an' acrost the Atlantic from Liverpool to Halifax. It might take two years from Halifax out to Halifax in. Some ways home!"

"The skipper wuz a bird. His father wuz an old half-Scotch, half-Yankee fisher out o' Gloucester, an' his mother wuz a Noofundlander, mixed English an' Norwegian by descent. He wuz born in Halifax an' reared on the sea out o' Gloucester an' Halifax. Ye might think he wuz a turrible mixture, but he wuz jist mixed right to go any darned place on any darned thing that floated. I guess the Noofunlan stuff wuz pretty strong in him. I'm not sayin' it because I'm a Noofunlander."

We had nuthin' unusual till we got below the Line. We lost a man two days out of Halifax, but he wuz no use, anyway. Below the line—what? The man we lost? Oh, that wuz nuthin'. We hit a squall in a fog an' had to pull in our tap sheets fur fear we'd lose sheets an' sticks both. The man we lost went up the foremast riggin' to do some reefin'. We were swinging pretty heavy at the time, but a sailor should know how to hold on. He never came down again. At least we never saw him comin' down. For all we knew, he might have gone on climbing to the stars, but judgin' from his earthly career I fancy that wuzn't his direction.

But below the Line we got a peck o' bother. There wuz long calms when we stood still fur days' sweatin' in the heat an' cursin' South American insects. Then we hit a bad bit and lost the aftermast an' the wheelhouse. The mate went with the wheelhouse. He wuz a dacent man with a nice fambly. I wuz made mate.

At the Horn we sighted land fur the first time out from Halifax. It wuz only the signal station, but it wuz good to see. The signallers ordered us to stand aff as the Strait wuz in a tantrum, and we stood aff fur two weeks. We wanted to get a boat ashore fur water, but every day seemed rougher than the last, an' finally the skipper said that we might as well be drowned as die o' thirst and he wuz goin' to chance the Strait. The signallers signalled like mad, but the skipper signalled good-bye and we went through.

We got through with our lives (there wuz four of us left), but as the skipper said, the owner at Vancouver didn't particularly want to see us; he wanted to see his boat, and we wuz goin' to deliver him a bunch of firewood an' rags. Through the Strait, we hit another long calm, a good thing fur us, as it let us rest up and try to get the ship into as good shape as we could. Luckily, too, a British cruiser dropped in, and he said jokin'ly that he had thought o' puttin' a shot in us because we looked like a derelict. He sent a gig over with water an' stores an' a doctor, the doctor bein' needed fur a case o' ague an' two cases of broken bones. I was the only whole man of the four left, an' I have to laugh yet at the skipper, with his broken jaw all tied up in yards of lint, argeyin' with the nifty little midshipman in charge o' the cruiser's gig, that his wreck o' a tub was not a British ship, but a Canadian ship.

"Then you, sir, are not a British subject?" asked the midshipman, slyly. He wuz only a boy, really, but he had a fine air about him.

"I am a British subject!" roared the skipper. "Can't I be a Canadian an' a British subject, too, goldarn ye? Oh, blast this jaw!"

"Then your ship is a British ship as well as a Canadian ship. Is that it?" asked the midshipman, with just a twinkle o' his eye at me, standin' by.

"No, that isn't it!" shouted the skipper. "I say she's a Canadian ship! But I will say she's goin' to lick the tar out o' "

anyone that says she ain't related to every British ship that floats! Oh, damn this jaw!"

We staggered up the Pacific as best we could an' landed in Vancouver after the insurance had been paid. The owner wuzn't a bit overjoyed. I think he would have been better pleased if we had made a good job of it and gone to Davy Jones fur keeps. There's no glory in sailarin'.

No; I'm too old fur the sea an' too soft now. It's a hard game. The best men in it are Noofunlanders. I'm not sayin' it because I'm a Noofunlander. I like to look back on the life, but the little old furnace fur me. I guess she needs another poke in the ribs."

Speaker's Chair for Canada

The Speaker's Chair which is being presented to the Canadian House of Commons by the Empire Parliamentary Association (United Kingdom branch) to take the place of that destroyed in the fire at the Parliament Buildings, Ottawa, in February, 1916, is now completed, and it is expected that the presentation will be made by the Right Hon. J. W. Lowther, speaker of the Imperial House of Commons, during the summer.

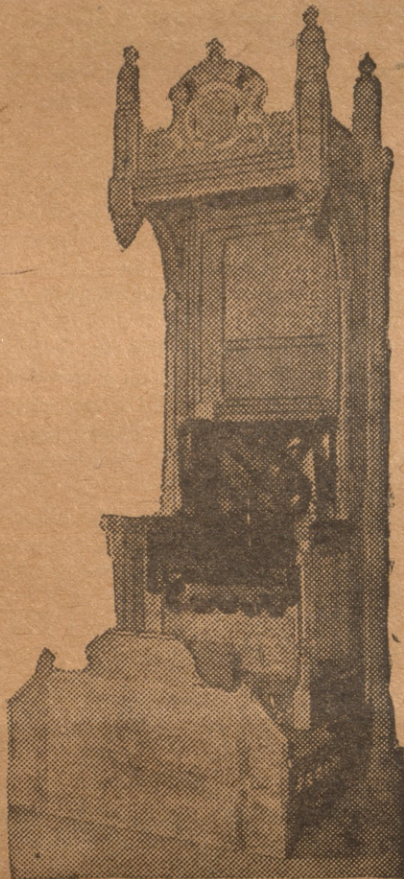
The gift has been tendered by the donors as "an abiding token of good will between both Parliaments," and has been gratefully accepted as such by the Canadian House of Commons. The chair is an exact copy of the Speaker's Chair in the House of Commons (designed by Pugin, who was Barry's assistant in the building of the New Palace of Westminster), which has been used since the occupation of the present chamber by the Commons in 1852. Like the original, the replica is a beautiful example of carved oak. It stands 13ft. 6in., surmounted by a canopy bearing the Royal Arms, which are carved in a piece of old oak taken from the roof of Westminster Hall. The seat of the chair is upholstered in green leather. The right jamb of the chair is inscribed: — "Manus justa nardus; memor et fidelis mens conscia recti"; and on the left jamb is inscribed: — "Nec prece nec pretio; libertas in legibus; hostis honori invidia; laus Deo."

The replica was executed by Messrs. Harry Hems and Sons, of Exeter, under the direction of Sir Frank Baines, of the Office of Works. It was recently on view at the rooms of the Empire Parliamentary Association, Westminster Hall, when the Speaker and a large party of Lords and Commons, were received by Sir H. d'Eville, secretary of the association, and Mr. T. Wilson, Clerk of Works and Deputy Keeper of Westminster Hall. Accompanying the chair is a framed roll of parchment, ornamentally inscribed as follows:—

"This replica of the Speaker's Chair in the House of Commons, at Westminster, is herewith presented to the House of Commons at Ottawa by the United Kingdom branch of the Empire Parliamentary Association, comprising members of both Houses, as a fitting symbol of the great Parliamentary tradition which binds together the free nations of the British Commonwealth."

The scroll is signed: — "Birkenhead, Lord Chancellor; James W. Lowther, Speaker of the House of Commons, Joint President, Empire Parliamentary Association, United Kingdom branch, Westminster Hall."

Formerly the Canadian Speaker, on leaving office, was entitled to take away the chair in which he sat as a perquisite, but this perquisite will now be lost. It is probable that there are some of the chairs of the old English House of Commons still in existence in country mansions. Dean Pellew, in his biography of Lord Sidmouth (Henry Addington), relates that in the dining-room of White Lodge, Richmond Park — a house given by George III. to Sidmouth in appreciation of his services



(By Courtesy of the C.P.R.)

to the Crown—there were two old and bulky armchairs standing guard, one at each side of the fireplace; they were chiefly remarkable for their lumbering size and gaunt, inconvenient form, and visitors, always curious as to their history, were told they were the chairs of the House of Commons in which Addington had sat as Speaker. He originally possessed three of these chairs. He presided over the House of Commons in three consecutive Parliaments, and had the distinction of being the first Speaker of the Commons of the United Kingdom on their assembly on January 22, 1801, after the Union with Ireland. One of the chairs disappeared, Dean Pellew says, and the mystery of its fate was never solved.

The chair of the first Speaker of the first reformed House of Commons is in the Parliament House of the Commonwealth of Australia at Melbourne. It is the chair that was provided for the temporary chamber in which the House of Commons sat after the fire of 1834, and was taken away as his perquisite by Charles Manners-Sutton when he completed, late in 1834, his long term of office as Speaker. Manners-Sutton's son took the chair out to Melbourne when he was appointed Governor of Victoria, and presented it to the Legislative Assembly, whose successive Speakers sat in it for many years. In course of time another chair was substituted for it, and at the inauguration of the Commonwealth in 1901 it was placed — with a brass plate recording its history — in the House of Representatives for the use of the Speaker.

SAMUEL GOMPERS ISSUES CHALLENGE—PROPOSES PROBE OF STEEL CORP.

Samuel Gompers, president of the American Federation of Labor, replied to statements recently made by Judge Gary, of the United States Steel Corporation, and issued a challenge to Judge Gary in the course of an address to the Empire Club at Toronto. Mr. Gompers' challenge was as follows:

"The offices of the American Federation of Labor are in Washington. I challenge Judge Gary for the selection of a committee, half to be appointed by him and half by himself, to make an investigation of both the United States Steel Corporation and the American Federation of Labor."

Referring to certain statements credited to Judge Gary, Mr. Gompers said that the judge had not merely spoken to his own directors, but to the whole world, and in this connection he pointed out the strength of the steel corporation. "Yet this powerful spokesman of autocratic industry," said Mr. Gompers, "declares that the labor unions must be regulated or controlled so that industry and government may not be destroyed."

Continuing, Mr. Gompers said:

"I ask you, gentlemen, employers of labor, men of affairs, what chance there would be for an individual or a foreigner to redress a grievance were he left to his own resources?"

Employers and Workers.

Pleading for trade union organizations as necessary to establish any degree of "mutuality of contract" between employers and workers, Mr. Gompers declared that "the same freedom of collective agreement and of free representation must be given the workers as is accorded corporations."

Freedom from duress was essential to a binding contract, Mr. Gompers said, but individual discriminatory agreements were forms of duress.

Collective bargaining was the only way in which a laborer could protect himself, Mr. Gompers said.

"I grant Judge Gary's legal ability," Mr. Gompers said, "but what experience has he had in dealing

with labor? What does he know of his men? I don't mean the reports of his detective agencies, those systems for which corporations pay hundreds of thousands of dollars."

Stating that \$400,000 had been spent by the United States Steel Corporation "to pry upon and spy upon" the workmen in its employ, Mr. Gompers issued the challenge to Judge Gary already quoted.

Bridges Not Burned.

After Mr. Gompers had concluded his address he was asked if he had anything further to say about Judge Gary's statements. "I'll meet Judge Gary again," he answered.

"Not that I particularly want to see him face to face; but I'll likely meet him. Tell him the bridges have not been burned. If he is willing to be fair, he'll find the labor movement just as fair."

Stating that industry would not tolerate an autocracy, Mr. Gompers declared that just as political and military autocrats had met their doom and downfall in the war, so must any industrial autocrat meet a like fate. America would not stand for dictatorship of any sort, either of the wealthy or the proletariat.

A RUSSIAN PHILOSOPHY.

(William Dean Howells on Tolstoi).

Tolstoi gave me heart to hope that the world may yet be made over in the image of Him who died for it, when all Caesar's things shall be finally rendered unto Caesar, and men shall come into their own, into the right to labor and the right to enjoy the fruits of their labor, each one master of himself and servant of every other.

He taught me to see life not as a chase of a forever impossible personal happiness, but as a field for endeavor towards the happiness of the whole human family; and I can never lose this vision, however I close my eyes, and strive to see my own interest as the highest good.

Ottawa members of the International Typographical Union endorsed the proposed new wage scale which calls for an increase in the minimum wage from \$32 to \$44, and a reduction in hours from 48 to 44.



Railroad Gauntlets

FIT WELL

LOOK WELL

WEAR LIKE IRON

SOLD EVERYWHERE

Railway Workers' Wages Defended by Labor Minister

A REPUDIATION of Hon. F. B. Carvell's recent statement that the McAdoo award was given Canadian railway employees because "slick gentlemen from the United States journeyed to Canada and threatened they would call a strike in this country," and a defence of the rates of wages paid to Canadian railway employees generally, featured a strong speech on the Canadian railway problem by Hon. Gideon Robertson, Minister of Labor, in the Senate.

Senator Robertson began his speech by replying to Senator Casgrain, who, in discussing the railway question last week, cited Australia as an example of the failure of Government ownership.

He pointed out that in Australia the railway problem was entirely different from that in Canada, inasmuch as the Australian roads were divided into state groups, with different gauges, this demanding frequent trans-shipment, and consequently involving a tremendous increase in the cost of carrying freight.

The Railway Problem.

In his opinion the one and basic reason underlying the Canadian railway problem was that Canada had become overrailwayed.

Thus from 1898 to 1915 more than 18,000 miles of railway were constructed, as against 16,870 miles constructed in the preceding sixty-two years, and the result was bound to be bad.

The year 1918 found the G. T. P. and Transcontinental bankrupt; the I. C. R. facing deficits running into millions; the C. N. R. reaching the verge of liquidation, and the G. T. R. about paying its way, but breaking down under the G. T. P. obligations.

Higher Operating Costs.

A gigantic factor was the increase in operating expenses. Thus the C.P.R., a model of economical and efficient administration, increased its operating expenses between the years 1916 and 1920 by 128 per cent.; and if that took place on the C. P. R. it was quite obvious what was bound to happen on the National Railways.

The truth was that, everything considered, and having regard to what happened on the C. P. R., it was a wonder that the fortuitous collection of bankrupt roads being operated by the Government were not in worse shape than they were.

As to the claim that the Grand Trunk should not be taken over by the Government, Senator Robertson held that it did not take account of a number of vital considerations.

One of these, and perhaps the most important, was that the Grand

Trunk was required to provide feeders for the National System.

The Grand Trunk tapped the great industrial and populous districts of the United States, and as Canada was selling that country goods to the value of half a billion dollars and buying a billion dollars in return, it was essential that the Government railways should have their share of such traffic.

Cost of Operation.

Coming to factors entering into the cost of operation, Senator Robertson said that while the total increase in cost of operation was 128 per cent., the increase in labor costs was 100 per cent.

The increase in wages was being made the subject of much comment and criticism, but in his judgment it was not, all things considered, excessive.

People who criticized the advance in the wages of railwaymen forgot that it did not correspond to the advance in the cost of living.

In 1918 the situation, in respect of wages of railway employees, had become intolerable. The cost of living was advancing by leaps and bounds, and railwaymen, who had not received an increase in their wages scale for a considerable time before, found themselves unable to cope with the situation thus created.

The United States took up the matter as a national question, the result being the McAdoo award; and Canada, where the conditions were practically similar, followed suit.

Not Under Compulsion.

It was not a question of a threatened strike or of compulsion. The award was granted freely and voluntarily by the Railway War Board of Canada, and it was unfair to the railway employees of Canada to suggest anything to the contrary.

"The chairman of the Railway Commission," said Senator Robertson, "is reported, from Victoria, B.C., as stating that the McAdoo award was given to the Canadian railway workers not because it affected Canada, but because slick gentlemen from the United States journeyed to Canada and threatened they would call a strike in this country if the award was not given to Canadian workers."

"The Commissioner is further reported as saying that it was difficult to imagine anything more humiliating than that labor leaders from the United States should be able to hold a pistol to our heads."

The McAdoo Award.

"If the Commissioner is correctly reported, he is obviously not familiar with the facts connected with the adoption of the McAdoo award in 1918 by Canadian railways.

It is not true that any gentlemen from the United States made any threat of the nature stated.

It is true that the Canadian railways did decide to adopt the McAdoo award in 1918 and apply the same to their employees, but the decision of the railway employers was reached voluntarily, and not because of any demand for the adoption of the McAdoo award made by representatives of the employees.

"It is furthermore true that every executive officer of every railway organization in Canada is a Canadian citizen, and no authorized strike can ever occur on Canadian railways except after a majority of the employees affected have voted in favor of such action being taken."

No Outside Pressure.

"It is unfair and untrue to state that any pressure was brought to bear upon either the Canadian Railway officials or employees respecting the adoption of the McAdoo award by any interests outside of Canada."

The Scale of Wages.

Senator Robertson then proceeded to deal with the scale of wages paid to railway employees. Thirty thousand trackmen received 48 cents an hour.

In the city of Ottawa civic laborers received 50 cents an hour, and laborers on construction work 60 cents an hour.

Surely the man who worked on a railway section was entitled to at

least as much as laborers engaged in work demanding no more skill. Much talk was heard about the wages of railway engineers.

This class of work called for skill and experience, and it imposed the greatest responsibility.

Yet railway engineers, entrusted every day with the care of life and property, and subject to a call for duty at all hours of the day and night, received but 89 cents an hour, or seven dollars and twelve cents for 100 miles.

They were compelled at the end of the trip to go to an hotel and pay for their room and meals, whereas other tradesmen able to remain at home, and avoiding such expense, frequently received a much higher rate of pay.

\$500 a Month.

Senator McMeans: "Is it true that these engineers' average, with overtime, is five hundred dollars a month?"

Senator Robertson: "I do not think they ever exceed three hundred dollars a month. In the old days I never knew of an engineer's salary exceeding two hundred a month."

Proceeding, Senator Robertson dealt with the case of railway telegraph operators. These men were charged with heavy responsibility, in the matter of the direction of trains.

They received one hundred and eighty dollars a month, which was less than the remuneration of trades

MACDONALD'S PRINCE OF WALES

**Chewing
Tobacco**

Canada's
Standard
since
1858

The Tobacco with a heart



such as compositors, linotypers and pressmen; while plumbers received eighty cents an hour.

Taken as a whole, indeed, Senator Robertson said that the scale of wages received by railway employees was not too high, having regard to the cost of living and the wages received by others in different walks of life.

He made this statement because a great deal of mis-information existed in regard to the matter, and much criticism was being uttered which, untrue and unjust, was destroying the morale of Canada's 200,000 railway employees.

P. E. I. Denied Justice.

Preceding the speech of the Minister of Labor, Senator Murphy said that the railway situation had developed into a serious problem.

Canada was fifty years ahead of the times in railway construction.

The problem could be solved only by national development, and modern ocean ports and increased population were the two essentials to this development.

The immigration laws were too restricted. It had been compulsory to take over the Canadian Northern to avert a national crisis.

It was doubtful if at any other period sober-minded men would have voted for such a thing. The same was true of the Grand Trunk.

Public ownership was not the cause of the railway problem. That problem dated from the building of the Grand Trunk Pacific. The Maritime Provinces were the first to embark on the public ownership of railways. There it had given satisfaction.

Prince Edward Island had been denied justice for fifty years. At Confederation it was promised adequate and moderate transportation facilities.

That island had contributed toward the purchase of the west and the building of the Canadian Pacific, and had given freely of its brain and brawn to the development of the west.

Yet the railways of Prince Edward Island, which had cost that province four million dollars, had not yet been completely modernized.

This had retarded the development of the province, and he strongly urged that the terms of the compact between Prince Edward Island and the Dominion be implemented.

Senator George Foster gave notice of a motion to appoint a committee composed of Senators Loughheed, Bostock, Boyer, Fowler, Michener, Casgrain, Watson, Ross, Maclean and Foster to report on any improvements that could be made in the Senate chamber.

Senator Casgrain was informed that the deficit on the Prince Edward railway per mile was \$2,644.20; I.C.R., \$3,921.04; Transcontinental (Moncton to Quebec), \$2,146.99; Transcontinental (Quebec to Winnipeg), \$1,544.10; C.N.R., \$1,647.45.

Fifteen hundred unemployed took part in a recent parade in Vancouver.

THE BRITISH WORKER

"Industrial Problems and Disputes." By Lord Askwith. Published by John Murray, London. Price 21 shillings.

LORD ASKWITH'S book expressly eschews any attempt to prophesy the future relations between Capital and Labour, and it would therefore seem irrelevant to criticize it because it is only barely concerned with economic and political theory, yet, in these times, when it is obvious that something more than tinkering is needed to set them right, a book cannot escape criticism when it implies the presumption that there is nothing fundamentally wrong with the present system of society.

At the same time it must be fairly allowed that where Lord Askwith does treat of economic and political theory, in his chapters on Socialism, Marxism, Syndicalism and Guild Socialism, he is exceedingly fair in his presentation of theories from which he differs; and if all who think that the only thing wrong with the present order is its "abuses," and not the order itself, were as fair-minded as Lord Askwith, there would be much less bitterness in the strife. It is a long first step to mutual understanding between two disputants, when they each show at least a sincere desire to understand the other. There is no loose jibing at Bolshevism in this book.

Its chief value is historical. The greater part of its five hundred odd pages is taken up with the Dockers' Dispute of 1889; the Conciliation Act 1896; the Taff Vale Railway Case and the Trades Disputes Act 1906; Army Boots and Nottingham Lace; Theatres of Varieties; Belfast 1907; Railways 1907; Scottish Miners 1909; Cotton, Boilermakers and Coal 1910; Transport Workers 1911; Lancashire Cotton and Clyde Docker 1912; Jute 1911; the Industrial Council 1911; Lancashire Cotton and Clyde Docker 1912; Coal 1912; Transport Workers 1912; Industrial Agreements 1912; the Midlands 1913; Larkin 1913; the Munitions of War Act 1915; the new Munitions of War Act 1916; the famous "twelve and a half per cent." etc., etc., ground which it is well to indicate here in detail, though it is impossible to enter in upon it.

The first chapters of the book are devoted to a consideration of the boy in industry, and his education, and in these there is proper recognition of the fact that while man is a "tool-using animal," he is also something more; and that there is nothing more disheartening to the boy who has received a "broad" education than to find himself reduced to being a mere "operator" in a factory when he comes to "real life."

Lord Askwith in two places speaks of materialism as the besetting sin of the age; once in his criticism of Socialism, and again in his characterization of the days just before the war, of which he says, "The feeling and preaching against capitalism

grew daily . . . Capital made little sign of defence by argument and proof. It was not explained how the vast wealth of Great Britain had been built up by individual effort and energy; nor why the system seemed to be failing . . . It seems to me that there was very great materialism, with few ideals of service."

Mr. R. H. Tawney, who served on the famous Coal Commission, and is therefore no dreamer, has written a much briefer book, "The Acquisitive Society," the point of which is that the "present system" places a premium on the acquisitive instinct, so that, for example, the capitalist minded to follow Lord Askwith's advice would infallibly be beaten by those who did not. Mr. Tawney points out that those who first enunciated the formula, "the rights of private property," had in mind a society in which all had approximately equal stakes. They did not foresee that the introduction of steam and machinery, coupled with that formula, would result in an industrial feudalism, due to the concentration of that private property in a few hands, even worse, relatively, than the old feudalism, so that the "materialistic" class-war is rather a fact than a theory.

Therefore a perhaps somewhat radical reviewer comes to the conclusion that inasmuch as the workers are not in the position to be the first to desist in a struggle which is thrust upon them, the sooner capitalists, generally, get together and exhibit something, not merely as individuals, but as a class, of the spirit of service displayed in this record, the better for their "system," the salvation of which lies in their own hands, for there is no defence in theory for competition as opposed to co-operation, even so ardent a defender of the present system as Mr. Hartley Withers, in "The Case for Capitalism," undoing all his argument in the last chapter, where he says, in effect, that Socialism may only be avoided by the capi-

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If Lord Askwith does not quite appreciate, as does Mr. Tawney, the crux of the crisis, he is at least a fine example of a type which was once the glory of the English people, when, if a man had power and place, he regarded it as a trust and not as an opportunity. That Lord Askwith has so regarded his labors is borne out by the fact that while he was the chief instrument in settling many of the disputes here discussed, the reader is never once jarred by the note of "I settled that."—A. G.

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The Canadian Railroader was founded by railroaders, is largely supported by railroaders, and is issued in the interest of railroaders and all other workers by hand or brain.

Yearly subscription: \$3.00; Single Copies: 10 cents

Published weekly by

THE CANADIAN RAILROADER LIMITED

316 LAGAUCHETIERE ST. W., Corner Beaver Hall Hill, MONTREAL

Telephone: MAIN 6222



GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

Journalists and Journalism

IN a pastoral letter on "the evils of the day," Archbishop Bruchesi, of Montreal, makes special reference to the press as a great force for good or ill, and to professional journalists as a class with heavy responsibility. He says in part:

"The second remedy helps the first. Its success depends on a class of men, not very numerous but most influential, the professional journalists. The vital importance of the newspaper is well known. Everybody reads it, young and old, rich and poor, learned and ignorant, all alike are being moulded by its silent pages, which shape their opinions or voice their inmost thoughts, reacting on their hearts and wills and inciting to action. The old adage with a slight change may be applied to every reader: Tell me what newspaper you read, and I shall tell you what you are.

"Who does not see the great responsibility of journalists, of those who gather news and who distribute it, of those especially who set the standard in regard to faith and morals? It is no exaggeration to say that these leaders of thought will have to answer before the Sovereign Judge for the souls who have felt their influence. As a consequence, we must deplore the conduct of those who, by means of the press, try to pervert the minds and trouble the serenity of the souls of their readers. On the other hand, can we refrain from praising the newspaper which is exact, earnest, frank in opinion, delicate in sentiment, catholic in principles? This class of newspaper opens up the reader's mind, by imparting useful, elevating knowledge even on the secular questions of the day. A judicious choice of reading matter is thus presented to the public in careful literary form; such newspapers are in truth a powerful ally in popular education."

One would have liked to see the publisher as well as the journalist pointedly included within the range of these excellent sentiments. After all, the journalist, as a rule, is only an employee, doing what he is told to do by those "higher up," subject to their whims, caprices and policies. If he declines to do what he is told to do, as a matter, say, of principle, conscience, discretion or judgment, he has to look for another job. At the best of times journalists are numerically few, and their choice as to where they shall earn their daily bread very limited indeed. They are cogs in the machine of publicity and because they are cogs they are not allowed to make use of its service

and protection. Almost any person, any cause, can get the press publicity which is so essential to bringing things to the bar of public opinion. Journalists and their causes form, perhaps, the main exception. It would be comparatively easy for any journalist to write a letter disclosing a number of unpleasant features about journalism, features which most journalists would agree were correctly described, but the trouble would be to find a journalist with nerve enough to say good-bye to his career and a big newspaper with nerve enough to publish the letter.

Then they are part of a machine which is, fundamentally, a commercial proposition, talk though we like of the duties, privileges, liberty and safeguards of the press. The machine has to pay or it ceases to exist, and it is hardly ever kept in a paying position by its readers. Other influences come in, often not intentionally coercive, yet exercising the coercion of the state of the cash-box. To those on the inside, the wonder is not so much that the newspaper fails to be pure and holy, but that it has any pure and holy spots left, as it undoubtedly has, despite the economic urges which tug this way and that. It is a difficult thing, for instance, for a critic to tell the whole blunt truth about the "movies" when every "movie" house of importance is displaying its advertising on the same page, and when that advertising is more than paying the cost of producing the page, including the critic's wages.

All things taken into account, professional journalists are peculiarly susceptible to intimidation, peculiarly helpless against ideas or influences of which they may not approve, peculiarly bereft of self-expression and self-determination. Yet most journalists do try to make the best use of their abilities, as well as the programmes and policies of proprietors and editors, and other circumstances and environment, will permit. Most of them feel a sense of responsibility and often have loftier codes of ethics than the codes of those who employ them. Few journalists can be bought, though they may be miserably poor and temptation save of tongue.

There is not a great deal wrong with journalists, even if there is a good deal wrong with journalism. While it is fit and proper that professional journalists should be impressed occasionally with their obligations to the community in which they live, one could wish for more frequent impression being laid upon the publishers and their first lieutenants, who tell professional journalists what to do and what not to do.

—Kennedy Crone.

The Eight-hour Day

(The Canadian Labor Press).

TWENTY-FIVE years ago, according to the Montreal Gazette, the Government consented to the restriction of hours of labor in Government establishments to eight in a day. The following item taken from the Gazette files of April 4, 1896, proves this contention:

Ottawa.—The Government have practically consented to make the experiment of restricting the hours of labor in Government establishments to eight hours a day. An assurance to this effect was given this morning to a deputation from the Trades and Labor Congress, which waited upon Sir Mackenzie Bowell and the other members of the administration.

When the executive of the Trade and Labor Congress of Canada waited on a committee of the Canadian Cabinet a few weeks ago, they again requested the Government to carry out this proposal. By Order-in-Council (Nov. 6, 1920) the Government states that it is the competent authority for the enactment of eight-hour day legislation, insofar as it affected public undertakings of the Canadian Government. Up to the present time the Canadian Government has not carried out this proposal and the Trades and Labor Congress of Canada insist that this be done at once.

Progress of a permanent nature is at all times slow, but Canadian workers had expected that by the entry of Canada into the labor section of the League of Nations that progress would come even more rapidly than heretofore. The House of Commons has been in session since the second week in February, and up to the present time no declaration has emanated from the Government benches as to its intention in the carrying out of the provisions of the draft conventions adopted at the Washington and Genoa Conferences. Canadian workers are hopeful that before the session ends that these draft conventions, and particularly the eight-hour day, will find its way into the statute books of Canada.

One Born Every Minute

THE farmer used to be derided as a hayseed, full of small importances and learned ignorances, yet with strange streaks of shrewdness and cunning, too. More recently he has bloomed forth in the broad opinion as a very intelligent, business-like person, playing a strong lead in scientific farming, in politics, and in the latest ideas generally; no longer a hayseed, but a humdinger of a turkey cock.

It would seem as if a revision of the modern estimate is needed if an act of the United Agricultural Association of Medicine Hat district, Alberta, is to be taken as representative of the farmerly type of the great west. This surprising association has made a regular hayseed contract with a professional "rainmaker," although "rainmakers" have been established as frauds for quite a long time. No man can produce rain, and it might have been thought that farmers, who are constantly being kept posted by weather and other experts of the Government at great expense to the community as a whole, would not have been deceived into thinking that any man could produce it.

But, not only do these Medicine Hat farmers believe that the "rainmaker" can produce rain, but they have contracted to pay him \$8,000 for a rainfall below the average which Providence has provided in the district during the last 36 years! Providence will furnish the rain and the "rainmaker" will collect the cash.

The agreement is that if four inches of rain fall between May 1 and August 1 of this year, the "rainmaker" is to be given credit for half of the precipitation at \$4,000 per inch up to a maximum of four inches, so that if there are four inches of rain he gets credit for two inches and pockets \$8,000.

"Conservation," the bulletin of the Commission of Conservation, Ottawa, says of this remarkable proposition:—

In order to carry out his part of the contract the "Rainmaker" is to "construct and build a rain precipitation and attraction plant" at a suitable location, also rain gauges.

The Dominion Meteorological Bureau, Toronto, says of this proposal: "In my opinion the whole thing is absurd. We are not ignorant as to the causes which lead to rain, and fully recognize that the forces of nature involved in the production of a summer shower are gigantic, so gigantic indeed that it is hard to conceive that any forces chemical or otherwise that man can bring to bear are otherwise than absolutely picayune. The explosion which wrecked Halifax in December, 1916, did not lead even to the formation of a cloud."

C. V. Marvin, Chief of the United States Weather Bureau, says his department is "eagerly desirous of assisting in the protection of farmers and others against payment of money for rainmaking schemes and contracts," also that "unquestionably a long campaign of education is necessary to completely suppress the injuries of these fraudulent schemes."

Prof. E. S. Hopkins, of the School of Agriculture, Olds, Alta., speaking at the Soil Fertility Conference of the Commission of Conservation at Winnipeg in July last, showed from records of 36 years duration that during this long period the average precipitation at Medicine Hat for what is known as the growing season, May, June and July (the period covered by the "rainmaker" contract) was 6.14 inches. This average includes the three dry years, 1917, 1918 and 1919. Water-Powers of Manitoba, Saskatchewan and Alberta, published by the Commission of Conservation, in 1916, states that the average precipitation for the same three months for a period of 29 years preceding 1914, was 6.35 inches.

The "rainmaker", in securing such a contract from the Medicine Hat farmers, is therefore gambling on fifty per cent. better than an even chance.

—Kennedy Crone.

The Time Will Come—

WHEN everybody will know that selfishness always defeats itself. When to get rich by making others poorer or injuring their getting-on chance will be considered a disgrace.

When the Golden Rule will be regarded as the soundest business philosophy.

When the same standard of morality will be demanded of men as of women.

When all true happiness will be found in doing the right.

When the business man will know that his best interests will be the best interests of the man at the other end of the bargain.

When all hatred, revenge, and jealousy will be regarded as boomerangs which inflict upon the thrower the injury intended for others.

When a man who seeks amusement by causing pain or taking the life of innocent dumb creatures will be considered a barbarian.

When men will realize that there can be no real pleasure in wrongdoing because the sting and pain that follow more than outweigh the apparent pleasure.

When it will be found that repression and punishment are not reformatory, and our prisons will be transformed into great man-building and woman-building institutions.

When it will be found that physical and chemical forces were intended to release man from physical drudgery, and emancipation from the burden of living-getting, so that he can make a life.

When the "grafter" and promoter who fatten upon an unsuspecting public, wear purple and fine linen and live in luxury, will be meted out the same measure of justice as the vulgar foot-pad receives who knocks a man down and picks his pockets.

When the "best society" will consist of men and women of brains, culture, and achievement, rather than those whose chief merit and distinction lie in the possession of unearned fortunes which they make it the business of their lives to squander.

When a man will be ashamed to harbor such an unworthy ambition as the accumulation of an unwieldy fortune, merely for the sake of being rich; when no woman will live simply to dress and waste her time in a round of idiotic and exhausting pleasures, or what she has hypnotized herself into believing are pleasures.

When the human drone who eats the bread and wears the clothes he has never earned, who consumes the products of others' sacrifices and ruined ambitions, will be looked upon as an enemy of the race and will be ostracized by all decent people.

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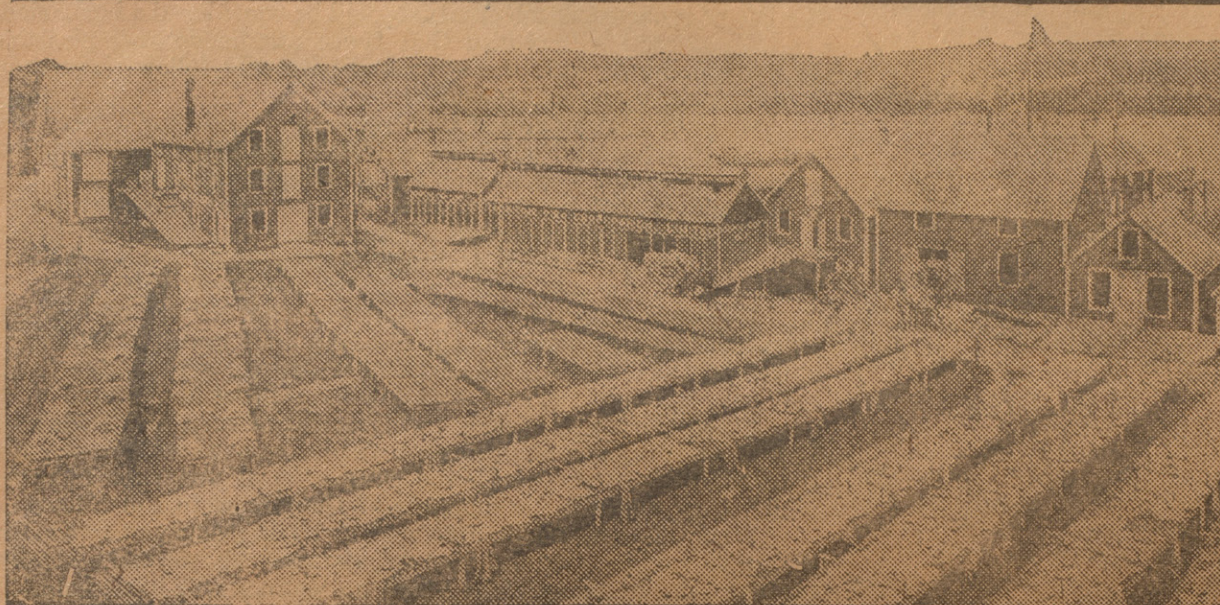
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NOVA SCOTIA'S FISHERIES



(1) Drying fish at Digby, Nova Scotia.

(2) Some big Nova Scotia lobsters.

Nova Scotia is a large peninsula lying coast-wise to the other Maritime Provinces of Canada, and the surrounding sea is plentifully stocked with all varieties of food-fish common to northern waters. Its seaward side, for its entire length of 300 miles, slopes gradually to a low shore, facing to the south-east, and washed by the Atlantic ocean; it is easy of approach, well provided with navigation aids; not wanting in commodious harbors and abounding in handy coves, the bases of operation for the mosquito fleet (shore boats of all kinds). The climate is somewhat milder than that of other localities in the same latitude on this side, and fishing of one sort or another is carried on the whole year round.

The first area abounds in the following species which are here enumerated in the order of their values, cod, lobsters, haddock, mackerel (in season), halibut, herring, salmon, pollock, smelt, swordfish and tuna, besides certain bait fish, oysters and clams, the last two being cultivated only in a few sections, but capable of more extensive development. The inner banks yield a similar crop with the exception of netfish and crustacea, while the outlying areas are worked chiefly for cod, haddock and halibut.

The inshore fisheries are conducted by means of nets, seines and traps (weirs) for mackerel, herring and salmon; handlines and set-trawls for groundfish, harpoons for swordfish, and sometimes for tuna as well. For the inner and outer banks, the methods most in use are the handling from dories (seldom from the decks) and trawling with ground line of great length set with baited hooks. The otter trawl, on trial in these waters for the last few years, is rapidly going out of use. Pursue-

seeing for mackerels, once in vogue in Nova Scotia but long since abandoned, is now being revived in some of the most enterprising ports.

All fishermen are conveniently classed in government reports as going in boats or vessels, the former working the shore-belt only and the latter the outer and inner grounds respectively. The boat fishermen, who in a vast majority of cases own the craft which they manage, number approximately 20,000 while the latter, frequenting the outer banks, may be set down at about 5,000. The home port for the grand bankers is Lunenburg, the real fishery emporium of Atlantic Canada, rivalling Gloucester (the notable New England head centre), both in units and production. Just now members of the crews are often part owners in the vessels which they man; a sort of co-operative system which accounts for the successful voyages. A single trip takes up several weeks.

Of the annual lobster catch, second largest in value and importance, rather less than one-half is canned in the local factories, the balance being exported alive to the United States where exceptionally high prices are obtained. In districts not too remote from the foreign market, the fishermen themselves are the shippers of their own individual hauls, thus realizing market prices at the least expense and without the services of middlemen other than their own consigners and commission merchants. This is a point of vantage which constitutes the main factor in the prosperity of the shore settlements in Nova Scotia.

On the south shore, the weather is never severe enough to suspend fishing operations for more than a day or so at a time, the harbor and roadsteads keeping open in the cold-

est months, because the ice-forming winds, which are only from the north, blow directly off shore and are never of long duration. Generally speaking, the rotation of fishery crops, previously alluded to as taking place every year with the passing seasons, consists of groundfish, mackerel and salmon; in spring, the first-named continue through the summer with the addition of haddock, halibut and pollock later; in the fall months (haddock persisting) herring, mackerel (southward migration) oysters, swordfish, tuna and some other species, and in the winter, cod, halibut, and hake by the in-shore fleet and smelt fishing streams. Open lobster seasons are fixed by law and differ according to conditions east and west, none exceeding three months in length.

The total yearly value of Nova Scotia's fisheries is estimated now at \$15,000,000 in round numbers. This sum represents the value of the fish when brought to land or, in other words, it is the aggregate earnings of the whole number of fishermen. It will be observed that the per capita amount is \$600 but, in many instances, the individual earnings are much higher and, as among the in-shore fishermen where the boat is operated by the owner and one or two of his sons under age, the value of the year's work to the family would be nearly three times the amount of the rate per head. The calling, as conducted in Nova Scotia, taking one season with another, may be considered as fairly remunerative with an undoubted future development which will raise it to a still higher standard in the provincial field of labor. It should be added that the value of the total yearly product when marketed, has been placed at \$20,000,000.

CHANGING TRAINS IN AUSTRALIA.

WHEN a traveller in America, England, or Europe settles down for a long railroad journey he can nearly always go to his journey's end without moving from his seat. But in Australia...

Before Australia federated in 1900 each of the States did just what it pleased, without worrying itself about what its neighbors were doing with this result.

In New South Wales and on the Kalgoorlie Port Augusta section of the East-to-West Railway, the gauge is 4 feet 8½ inches; in Victoria and South Australia the gauges are 5 feet 3 inches, 2 feet 6 inches, and 3 feet 6 inches; in Queensland, West Australia and Tasmania the gauges are 3 feet 6 inches and 2 feet.

If then an unhappy traveler wishes to go from Perth on the surf-beaten shores of the Indian Ocean, in Western Australia, to Brisbane on the Pacific coast, in Queensland, he has to change his train at eight stations: Kalgoorlie, Port Augusta, Perowia, Adelaide, Melbourne, Albury, Sydney, and Wallangarra. At each of these places the railroad has a different width, and the train that can travel on rails 4 feet 8½ inches wide cannot travel on a pair 5 ft. 3 inches wide.

And so Australia is faced with the problem of unifying all these gauges into one; only the gauges between Brisbane and Perth are to be unified, at present, at a cost of \$150,000,000; the whole system would cost about \$470,000,000.

Perhaps, in five years' time, the tangle will begin to straighten itself out, and the unhappy travellers who have to change trains eight times will begin to have through rides.

THE STORY IN A NUTSHELL.

You're enjoying good health—That's fine.

You want to remain well—That's natural.

You may be careless—That's possible.

You may have an accident—That's probable.

You sincerely hope not—That's obvious.

Then practise "safety first"—That's wisdom.

SOME FOREFATHER.

Lady (to her partner)—Have you any prominent men in your family, Mr. Dumleihg,

Mr. D.—Yes, one of my forefathers was an Admiral. At one time he led the world's combined fleet.

Lady—How interesting. What was his name?

Mr. D.—Noah.

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The Murdock-Scott Debate

The following letters have appeared in the Montreal Gazette and other newspapers.

ESPECIALLY during the last five minutes of Mr. D'Arcy Scott's remarks before the Canadian Club audience at Toronto yesterday, he made certain statements which justice to facts, and especially to the laboring men on the railways of Canada, would suggest the necessity of correcting.

I attach hereto copy of a letter written to Mr. D'Arcy Scott in regard to these matters, which is self-explanatory.

On behalf of the wage-earners on Canadian railways I trust you will give to this letter the same publicity as you gave to Mr. Scott's remarks.—Yours, truly, JAMES MURDOCK, Vice-President, Brotherhood of Railroad Trainmen.

Montreal, April 12, 1921.

MR. MURDOCK'S FURTHER CASE.

Mr. D'Arcy Scott, Barrister, etc., Central Chambers, Ottawa, Ont.—Dear Mr. Scott: It was unfortunate that lack of time prevented each of us from presenting further facts in connection with our respective views placed before the Canadian Club at Toronto, yesterday, and on that account I now write to draw to your attention certain misunderstandings that may arise through the statements you made during your address, and more particularly during the last five minutes of your remarks.

Payment for Overtime.

First, I understood you to convey the impression to the audience that all train and engine men on Canadian railways were paid time and one-half for overtime. This inference should be corrected as follows: No train or engineman employed in passenger service on any railroad in Canada is paid time and one-half for overtime.

Second, you stated that railroad men in train and engine service were paid a minimum of two hours for one or two minutes overtime worked, or more. No train or engineman in any service is paid overtime on any other basis than actual minutes overtime worked or in service.

You evidently are not aware that on nearly one-half of the railway mileage in Canada neither freight nor passenger train or enginemen are paid time and one-half for overtime, and this for the reason that the committees representing train and enginemen on such railroads (or portions of railroads as do not pay time and one-half for overtime) did not ask the acceptance and application of time and one-half for overtime.

Brockville to Ottawa.

You referred also to some run between Brockville and Ottawa which you stated was paid on the basis of the conductor receiving at the rate of \$5,000 a year.

You did not state if the run was a freight or passenger run, therefore it is difficult to verify such information, which you stated to me, after the meeting yesterday, you had received from Major Bell of the department of railways and canals at Ottawa.

I am quite sure that if you will carefully investigate you will not be able to show in the entire Dominion of Canada, in either passenger or freight train service, conductors receiving \$5,000 a year.

Individual conductors, whom you might find making for a month or so such comparative wages, would be found to be giving either 9,000 miles or more run per month in the service of the company, or hours of service equivalent thereto.

Sixteen Hours a Day.

And if you could find such men on the Brockville run, either in passenger or freight service, which I doubt, they would surely be entitled to the compensation received if it were shown that, either in miles run or hours worked per month, they were giving the equivalent of two months work in time per month, which would mean 16 hours a day, or the equivalent of two months work in miles per month.

These are the only conditions under present schedule terms in which such ratio of remuneration is possible.

It is clear, of course, that no conductor earns \$5,000 a year, but that, possibly, under certain exceptional conditions, he may for a period by working double time earn on the basis of \$5,000 a year.

The monthly guarantee for a passenger conductor is \$210 per month, and twelve times that amount equals \$2,520 a year, which is all that these railroad organizations claim for their passenger conductors for twelve months or one year's work.

Both local and through freight conductors' monthly guarantee are much below \$210.

The Ogdensburg Ferry.

Further, you referred to a crew at Prescott handling cars from the Ogdensburg Ferry, and my understanding was, and you are quoted in the paper as intimating, that this crew of yard men, or one of the yard men, made \$27 in a day for handling one car.

It would appear from your remarks that there is at present only one yard crew at Prescott, consisting of a foreman and a helper—this doubtless caused by marked business depression.

I hardly think that you would hold that this yard crew should be kept subject to call, or called and used several times, or all of the time, during the twenty-four hour period.

Without specific information in regard to the crew in question, the figures quoted by you are an absurdity and a gross reflection on a railroad which, I think, would not tolerate such conditions.

Yardmen in service at Prescott are entitled to the following rates: Foremen, \$6.96 for 8 hours; helper, \$6.48 for 8 hours—within the 24-hour period.

They do ask that the additional time within the 24-hour period should be theirs to spend with their families or in the pursuit of comfort, recreation and happiness.

Most Unusual Conditions.

If, by way of consistently reducing operating expenses, the Canadian Pacific Railway (the yardstick which you quoted yesterday) desires to retain only one yard crew at Prescott, instead of two or three for a 24-hour period, it does appear somewhat unfair that you should have called the attention of a Toronto audience to alleged earnings of this crew which can only be accounted for by assuming most unusual, improbable and unheard-of conditions.

In your reference to the Brockville-Ottawa run you, I think, stated that the crew you had in mind worked four hours in the morning, was six hours in Ottawa at home or at the movies, and worked four hours from Ottawa to Brockville returning, or a total of 14 hours elapsed time from the hour of commencing the daily work of this crew, presumably at Brockville, until the completion of such daily work.

Railroad men do contend that a crew or a member of same, even in the conditions you cite, should be conceded the same right as other laboring humans, to work and earn one day's pay within eight hours of commencing work in freight or yard service, or within ten hours of commencing work in passenger service.

Attending the Movies.

I sincerely hope you will admit that if this particular crew, as you stated, was at home in Ottawa attending the movies, that the same crew on that same night was away from home in Brockville, under expense, compelled to maintain an additional residence with the consequent expense away from home.

Is it the fault of this crew that the competition of superfluous railway construction, and competition between Brockville and Ottawa, suggests to the Canadian Pacific Railway the necessity of making this crew's daily spread of hours fourteen?

It is indeed unfortunate for Canada if the information on which you based your erroneous statements was secured from either the Hon. Frank Carvell, chairman of the Railway Commission, or from Major Bell of the department of railways and canals, as I understood you to intimate.

Both men should remember that any information on railway matters which they give carries with it the impress and authority of their office and to the people of Canada, that such information as they give should be beyond dispute.

Might I be permitted to say to you that as the result of representing labor men for many years, I find the greatest effort that good citizen-

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labor leaders and representatives have been called upon to put forth is in trying to convince the large majority of laboring men that those in high places are not deliberately stating untruths in regard to labor.

I personally feel that neither yourself, the Hon. Frank Carvell, nor Major Bell would, for one moment, intentionally make an untruthful statement, or by inference convey inaccurate information to the public, but the result of your statements yesterday is exactly the same as if made with deliberate intent, at least so far as the mind of the average individual laboring man is concerned.

Facts and Figures.

May I earnest request that before you make further statements in regard to railroad men's wages or conditions of employment in Canada, or in regard to the so-called arbitrary application of United States railroad wage awards in Canada, that you secure the full, truthful facts and figures in regard to these matters.

You can obtain such information from any one of the many hundred reliable railway officials who are in charge of the men in train and engine service on Canada's railways, if you care to do so.

In order that the Toronto audience who listened to you yesterday, and the people of Canada may be more fully informed on the matters with which you dealt, I am sending a copy of this letter to the press.—Very truly yours, JAMES MURDOCK, Vice-President, Brotherhood of Railroad Trainmen, 49 Melbourne avenue, Toronto, Ont.

Montreal, April 12, 1921.



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INCITERS TO VIOLENCE

(By Winthrop D. Lane, in the New Republic)

THE inciter to violence has been with us a long time. He is becoming as familiar as the innocent bystander and the captain of industry. Usually set in an industrial scene, he is regarded as the product of the same forces that have given us the machine worker and the walking delegate.

He is pictured as wearing workmen's clothes, and is always identified by his union button. Large bodies of men hang upon his words, ready to be swayed to this extreme action or that by the suggestions that come from him. Strikes, assaults and vandalism spring up in his wake.

He is an "agitator" and makes headway by "appealing to the prejudices of the ignorant." Frequently, too, he is "imported."

This means that instead of investing his capital of oratory and class consciousness in the neighborhood where he was born, he has dared to cross state lines and even national boundaries (sin of all sins!) and turn his hand to the exploitation of his trade among those whom he does not know.

No Use for Unions.

I want to picture, however, an inciter to violence of another kind. This person does not wear workmen's clothes, nor would he be seen with a union button. He rides in Pullman coaches, where he may be heard discussing the other kind. He has no use for union agitators, none even for a union.

He does not believe that men who receive wages have any right of collective bargaining that he is bound to respect. He believes in and is prepared to uphold the right of every man to work under any conditions that he chooses to work under, which is to say under any conditions that he wishes to impose.

His incitement to violence differs from that of the other man. He incites by reaction, not by direct influence.

The subjects of his stimulation are not the persons to whom he may be talking; they are never members of his own group. They are the persons whom he would like, above all things, to keep quiet and peaceful.

He incites by the very means that he uses to quell and subdue. He would not recognize the term "agitator" applied to himself, yet he is an agitator with a technique all his own, an agitator by indirection.

He produces results that he has no idea he is producing. And all this he does by what, to him, seem the most excellent uses of the machinery that law and industry place in his hands.

In West Virginia.

I have recently spent six weeks in the coal fields of West Virginia, where a violent industrial conflict is going on. This conflict is over unionism. Many owners and managers of coal mines are opposing the

efforts of the United Mine Workers of America to extend its organization in that state.

The battle is not new; it has been waged, in one degree of acuteness or another, for over twenty years. Strikes have paralyzed industry; miners have been discharged for joining the union; families with their household goods have been thrown into the street because men desired to bargain collectively.

Blood battles have broken out at times between miners and armed guards brought in by operators to help carry on their fight. A trial of nineteen people for murder was recently held at Williamson, Mingo county, because agents of the Baldwin-Felts Detective Agency evicted several families at the camp of the Stone Mountain Coal Corporation and a shooting affray followed in which ten people were killed.

Value of Contracts.

There are inciters to violence of the first kind in West Virginia. Far be it from me to suggest that provocation is always on one side. But these people do not need describing. They are familiar enough to any reader of the daily press.

The inciter to violence in whom I am interested is the one who, for example, sits in his office and draws up anti-union contracts. He knows the value of a contract.

He knows that if he can get his men to agree to have nothing to do with a union so long as they remain in his employment, to renounce their rights to join an association of their fellows, the courts will sustain the sacredness of this obligation.

Putting it Over.

So he induces them to sign such documents as this:

That so long as the relation of employer and employee exists between them, the employer will not knowingly employ, or keep in its employment, any member of the United Mine Workers of America, the I. W. W. or any other mine labor organization, and the employee will not join or belong to any such union or organization, and will not aid, encourage or approve the organization thereof, it being understood that the policy of said company is to operate a non-union mine, and that it would not enter into any contract of employment under any other conditions; and if and when said relation of employer and employee, at any time and under any circumstances, terminates, the employee agrees that he will not then or thereafter, in any manner molest, annoy or interfere with the business, customers or employees of the employer, and will not aid or encourage anyone else in so doing.

This is the contract now in use by nearly all of the coal operators in the Pocahontas field in West Virginia. Mr. W. E. E. Koepler, secretary of the Pocahontas Operators' Association, who helped to draft it

and had much to do with what he described as "the campaign to put it over," told me that eighty-six per cent. of the men employed in that field last December had signed this contract. That was six months after it had first been drawn up.

But the inciter to violence does not rest with using such contracts as this. He is afraid that agents of the union may still persuade his men in some way to become members of their nefarious organization. So he seeks an injunction.

He tries to have the union restrained from making any attempt to induce his men to "break their contracts of service." And he succeeds. Thirty-two coal companies in McDowell county and fourteen in Mercer have recently secured injunctions doing exactly this from judges of the state Supreme Court of Appeals.

By these injunctions all organizers of the union whose names the companies could secure, together with their "agents, employees, servants and attorneys," are enjoined

from compelling or inducing, or attempting to compel or induce by violence, threats, intimidation, abusive or violent language or persuasion, the employees of the plaintiffs, or either of them, to break their contracts of service with the plaintiffs; and from in any wise interfering with the employees of the plaintiffs, or either of them, in the full performance of their contracts, etc.

Everything Strictly Legal.

Thus is the incitement completed. Representatives of the union find that they may not speak to the miners in Mercer and McDowell counties about the advantages of collective bargaining; they may not enter those counties with the message of unionism on their lips.

The miner finds, in his turn, that he may not be addressed by anyone connected with the union.

That all of this is approved by judges of the highest court in the state detracts little from its inciting quality. In deed, that august sanction may only strengthen the conviction that all avenues are closed to the miner save only the one passing through incitement.

Another means of indirect incitement is the control of public officials. I use "control" in a fairly exact sense, for there are few stronger bonds of control, in practice, than the payment of cash. And the operators of Logan county actually pay the salaries of the deputy sheriffs of that county.

They do this, to be sure, in order to secure adequate police protection. Logan county has four hundred square miles and upwards of 60,000 people, and its public revenues supply only half a dozen peace officers. So the operators provide others.

The treasurer of the Logan County Operators' Association, Mr. C. W. Jones, turns over to the Sheriff of Logan County \$32,700 a year to be used in paying the salaries of twenty-five deputy sheriffs.

These deputies are public officials. They are appointed by the county court and give bond as required by law.

Yet they are paid out of the private funds of the operators; an assessment approximating one-third of a cent a ton is laid upon all coal produced in order to pay them.

What the Deputies Do.

The deputies perform various services for the coal companies. They collect rents, protect pay rolls from the office to the mine and do other things. Incidentally, they help to keep the county free of unionism. They have clubbed miners who joined the union and have run union organizers out of the county.

A commission appointed by Governor Cornwell to investigate conditions in Logan county took ample testimony substantiating these facts. The commission condemned the arrangement. Everybody knows that it exists. Yet nobody takes any steps to stop it.

Then there is incitement by speech. This has always been regarded as the exclusive prerogative of the labor agitator. But the operator in West Virginia frequently proves himself an adept at it. Here, again, he does not intend the result produced. There is nothing inflammatory in his purpose. His words are not addressed to persons whom he is seeking to arouse.

When he calls a representative of the union an "anarchist, I. W. W. and Bolshevik" he does not hope to stir that man to action; he is merely characterizing him, warning others to let him alone.

He speaks of organizers as "red necks" and miners born within the state as "hill billies" with only descriptive purposes in view.

Members of local union committees he calls "politicians, often crooks, thieves and a great many murderers"—and one operator recently referred to them—with no thought that anyone will feel resentment at such words. Said an operator not long ago, under oath:

Against Everything.

"Now, these unions are not controlled by substantial, law-abiding, God-fearing men. They are men who are against this government, against American principles, against schools, against churches, against everything that this country stands for. When they come in, do they come in through schools and through the churches? No! They come in armed with rifles, armed with pistols and knives; they come in to intimidate the people."

Such are the words of an inciter to violence. That they incite indirectly, and that the men who use them do not know how intimately they are playing with fire, affords little relief to the public when the conflagration comes.

Six thousand workers at Angus Shops and half that number at the Grand Trunk Shops have resumed work after a ten day Easter shut-down.

When Railroads Kill

TRAINS have to run off the track 118 times to kill one man. Likewise one death results from 32 collisions or from 63 failures to take account of speed. But crossing-smashes are vastly more effective. It takes only 2.4 of these to compass one fatality. These results, and others of equal interest, are brought out in a study of a recent report of the Interstate Commerce Commission, made for The Scientific American (New York) by Ralph Howard.

In the first place, Mr. Howard begs us not to feel too pessimistic over the fact that in three months the United States had 19,716 railroad accidents—an average of over 200 per day.

A British Army officer in explaining the high ratio of British casualties during the war remarked that if a man scratched his finger on a button he was, statistically speaking, a casualty.

Service Accidents.

In quite the same way, the definition of a railroad accident is extremely broad. He continues: "Nevertheless, taking the totals at their face value, we find some interesting conclusions to be drawn. Nearly half the total falls under what the commission designate as 'service accident.' A casual acquaintance with the details of railroading will picture to the reader the mishaps of switching, coupling, shop-work, train-unloading, etc., which go into this category. It will be appreciated that seldom, if ever, are these accidents of direct interest to the passenger, except in the cases where they affect the departure of his train by delaying the making-up of the equipment or the arrival of the engine.

"Of second and third degree of frequency are the accidents of the sort with which the passenger is best acquainted. Against 8,749 of the accidents that involve the railroad man alone, we find in the three months under consideration that there were 4,952 derailments and 2,189 collisions.

"As a matter of fact, accidents incurred in boarding and leaving trains attained a tiny preponderance over collisions in point of numbers alone, being as 2,197 to 2,189; but in view of the usually more serious character of the collisions and the very close equality for all practical purposes in point of numbers, we may fairly classify the collisions ahead of the others.

Crossing Accidents.

"Fifth in the order of frequency are the crossing accidents, for which ordinarily the railroad is not to blame. There were 887 of these, or nearly ten a day—which is anything but a testimonial to the automobilizing public and to the liberality with which grade-crossings have not been eliminated.

"Finally, we have 176 cases of accident due to engine defects, and a

miscellaneous category of 566 accidents to trains, the nature of which might fairly well constitute a considerable strain upon the imagination after ruling out all the specific categories which we have listed.

"We do not know whether an accident caused by a train's getting mixed up with a landslide would count in the commission's reckoning as a miscellany or as a case of derailment; but it is the best approach to a miscellaneous train accident we have been able to picture, so we have used it to stand for this group.

"If we reduce the thing to percentages, we find that of all railroad accidents, large and little, during the quarter, 44 per cent. were service accidents, 25 per cent. were derailments, 11 per cent. were mishaps to persons boarding and leaving trains, and the same proportion were collisions, 4½ per cent. were crossing smash-ups, a shade under 1 per cent. were engine failures, and some 3 per cent. were miscellaneous in character."

If we try to distinguish serious accidents from trivial ones, Mr. Howard goes on to say, we must give up the test of frequency and adopt that of fatality. Here again the service accident heads the list, having taken the lives of 436 persons in three months.

These were in practically every case employees, since the innocent by-stander would be classed as a trespasser and refused a place in the record. But second place is taken by the 887 crossing accidents, which managed to do away with the lives of 375 people.

Again the Employee.

Proceeds Mr. Howard: "It is clear enough that about the surest way of getting killed by a train is to stand on the track and let it hit you—that this is much surer, even, than to be aboard a train that gets violently spilled off the right of way by impact with another train. The collision, however, maintains third place, with a death-roll of 67.

"Next to it stands the derailment, accountable for 42 deaths in the period discussed; and 35 people were killed because they couldn't wait for the next train or because they had no time to allow the train on which they were riding to come to a full stop before alighting.

"On the percentage basis again, the service accident accounted for 45 per cent. of all the people killed—practically the same showing as that made in frequency; the crossing accident for 39 per cent.; collisions for 7 per cent.; derailments and boarding-and-leaving accidents for 4 per cent. each, more or less; and engine defects and miscellaneous accidents somewhat under 1 per cent. each.

To Kill One Man.

"Comparison of the two percentage showings makes it quite clear, as, of course, we should have known, that the seriousness of accidents is

not constant. We can perhaps get a line on this by figuring up the average number of persons killed for accidents is not constant. We can perhaps get a line on this by figuring up the average number of persons killed for accidents of each sort—something which our drawings do not directly do.

"We find that in order to represent the results as whole numbers, we shall have to put them in the form of so many accidents of given character per death caused.

"On this basis, we see that it takes 2.4 crossing-smashes, 20 service accidents, 32.5 collisions, 63 miscalculations with regard to the speed of moving trains, 22 engine mishaps, 71 mischances of the unclassified variety, or 118 derailments, to kill one man."

MODEL ELECTION TO DEMONSTRATE BENEFITS OF P. R.

Proportional Representation will be studied by a special parliamentary committee of the house at an early date, with the view to ascertaining the applicability of this system of voting to federal elections. The committee, which met recently under the chairmanship of Hon. J. A. Calder, Minister of Immigration and Colonization, endorsed the suggestion of A. R. McMaster, Brome, that all the members of the house be invited to attend a model election to be staged by the local Proportional Representation Society. This would permit the members to gain an insight into the practical working of the system.

Suggests Study of Map.

J. A. Sexsmith (Peterboro East), suggested that a political map of Ontario, indicating the present boundaries of ridings, be studied and compared to the boundaries which would obtain under proportional representation.

Expert Testimony.

Ronald Hooper, Ottawa, who directed the recent Winnipeg vote under P. R., will be called to explain the principle to the committee.

There will also be called an expert to testify against the system. In addition to these, experts from Winnipeg and Vancouver, where the system has been tried out, will be asked to attend to tell of their personal experiences in municipal elections.

Inconsistencies of Old System.

Mr. McMaster urged the immediate study of all federal votes to



Could Not Sleep

Mr. Earnest Clark, Police Officer, 338 King St., Kingston, Ont., writes:

"For three years I suffered from nervousness and sleeplessness. I believe my condition was brought about by overwork. I had frequent headaches, neuralgic pains and twitching of nerves and muscles. I had indigestion, was short of breath and easily tired. I commenced a treatment of Dr. Chase's Nerve Food, and seven boxes of this medicine cured me of all my symptoms. I am now feeling one hundred per cent. better than I was, and have to thank Dr. Chase's Nerve Food for the good health I am now enjoying."

Dr. Chase's Nerve Food, 50 cents a box, 6 for \$2.75, all dealers, or Edmanson, Bates & Co., Ltd., Toronto.



ascertain whether the present system of voting insures proper representation for the people.

In 1896, he explained, the popular vote was actually against Sir Wilfrid Laurier.

In the last federal election the popular majority given the Union government did not warrant the house majority gained by Sir Robert Borden.

A special sub-committee consisting of Hon. Mr. Calder, Levi Thomson and A. R. McMaster was named to decide upon what evidence would be necessary and what witnesses are to be called to explain the system.

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Welfare Association Made Enquiry Into Housing Conditions

INCREASING rentals, overcrowded conditions, unsanitary arrangements and lack of baths, are all features standing out prominently in a report which has just been made on housing conditions in Montreal by three associations which are concerned with family life.

During the month of February a rental survey was made by the Canadian Patriotic Fund, the Charity Organization Society, and a third association which remains anonymous.

The object of the survey was to establish a comparison between the rentals of pre-war days and those in force after the armistice and at the present day, with a view to finding out if rentals had increased beyond what the present scale of wages and general cost of living would permit families to carry without lowering their standard of living in other ways.

Terrible Conditions.

"The discoveries made during the course of the survey," states the report issued by Miss H. R. Y. Reid, "in regard to dark rooms, lack of bathing facilities and inconvenient and unventilated toilet facilities, definitely establish the need for a real housing survey in the city."

The total number of records received was 494, of which 4 were rejected as unsuitable or incomplete, leaving 448 with which to work.

The workers of the Canadian Patriotic Fund interviewed the men and women in their homes or in the fund office and then filled in and signed the reports.

The Charity Organization Society's workers and the workers of the third agency obtained the information in the houses of the people.

Jump in Rentals.

Of 268 families recorded by the three organizations as in Montreal throughout the period covering 1914-1921, only 55 families (20.5) per cent. did not move during these years.

There were two families whose rent did not increase; eleven families with increases of 26 to 50 per cent.; 14 with increases of 51 to 75 per cent.; five with increases of 76 to 100 per cent. and two with increases over 100 per cent.

Average rentals ranged from \$8.91 to \$17.47 in seven years for 35 families; from \$11.45 to \$14.54 for twelve families; and from \$26.62 to \$42.62 for eight families.

Reasons for removal, other than financial pressure, included distance from business and school, dangerous or undesirable neighborhood owing to level crossings, water-filled quarries, Red Light district, etc.

The total population covered by the survey was 2,295 persons, of

whom 1,221 were children, and 118 lodgers. The largest number of persons living in one house was eighteen persons in 12 rooms. In one house thirteen persons were living in six rooms of which two were dark, and the largest family of ten was living in eight rooms.

Offence to Decency.

The report draws attention to the fact that the location of toilets in many houses is very inconvenient and unhealthy, as well as an offence to decent ideas.

In this connection the report states:

"The two yard privies remind us of the note in the last published report (1919) of the Montreal Department of Health, where we learn that at the end of 1919 there were still in the city 904 yard privy pits and 105 tanks or cesspools, a total of 1,009 direct menaces to health and decency countenanced by the public and condoned by the department."

With a frequent conjunction of one or two dark rooms, no bath, and a W.C. inconveniently situated or indecently public and often without ventilation, how can we expect the men, women and children in these houses to grow up with any self-respect or with the health of body and mind needed for good citizenship.

Lack of Conveniences.

"Whatever complaints may be justly levelled at careless householders for lack of cleanliness, proper maintenance of drains, sinks, etc., and possibly for overcrowding—for which last, however, economic conditions and lack of housing accommodation are chiefly responsible—we cannot hold the tenants responsible for the lack of light, ventilation, bathing and water supplies and for such abominations as privies, any more than we can blame them for lack of proper fire protection, unsound and unsafe construction, damp foundations and lack of adequate air space within and surrounding the home. These are all matters outside the control of the individual, and such neglect in our housing problem is, therefore, mainly municipal and has to be brought home to the city itself!

"When our industrial families are asked to pay ever-increasing rent for accommodation of such a nature, it warrants a protest of the strongest kind, which is best made after some such experience as has been that of our joint workers during the month of February."

Town planning and rent fixing and a stricter enforcement of housing by-laws is urged at the conclusion of the report.

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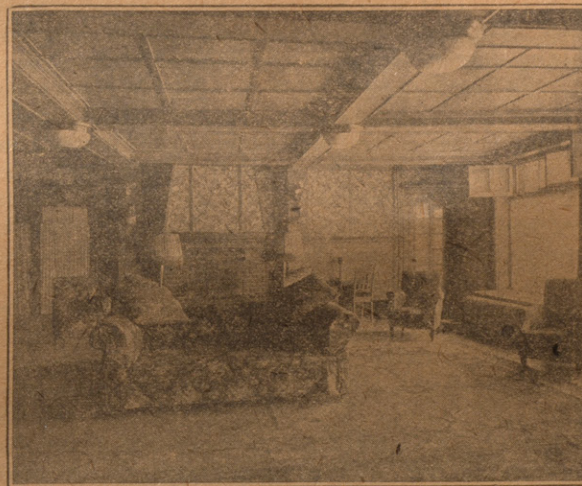
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